

## Progress Continues on TranPlanMT Long-range Planning

Progress continues on the update to TranPlanMT, Montana's long-range multimodal transportation policy plan. To date, public involvement has been excellent. The online survey of transportation priorities and strategies that was launched in May concluded the first week of August. More than 2,000 visits were recorded on the survey site, and 1,200 surveys were completed.

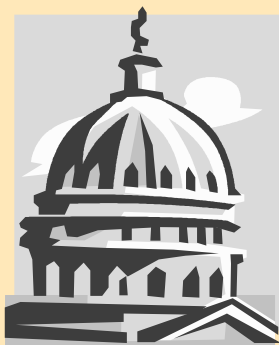
In June, stakeholders representing local, state, federal, and tribal governments along with special interests converged in Helena to find out more about MDT's policy planning process, consider how national trends will affect Montana transportation, and weigh in on transportation issues. About 120 stakeholder groups were contacted to participate, with many of those who were unable to attend commenting on transportation issues in a variety of ways. Currently, interviews are being conducted with stakeholders with interests in transportation that have not otherwise been represented.

All of this input, along with data and trend analysis is being synthesized into updating TranPlanMT. TranPlanMT, an update of TranPlan 21, defines the policy direction for operating, preserving, and improving Montana's transportation system over the next 20 years.

The plan is not project specific. It serves as the basis for MDT decisions, especially those related to investing Montana's limited transportation funds. With Montana transportation needs outpacing funding 3 to 1, MDT will be giving critical consideration to the policies that will serve as guidance in making decisions involving limited funding and mounting needs.

Once the policy plan update is drafted later this year, it will be available for public comment before being finalized and implemented by MDT.

For more information on moving Montana forward together, go to <http://www.mdt.mt.gov/tranplan>. For questions regarding MDT's TranPlanMT effort, contact Charity Watt at 444-3439 or [cwatt@mt.gov](mailto:cwatt@mt.gov).



## Federal Update: National Performance Measures for Rulemaking Process

With the long-term FAST Act funding bill in place, MDT's focus has shifted to the Federal Highway Administration's (FHWA) implementation of the National Performance Measures created under MAP-21. The MAP-21 measures are aimed at several aspects of the nation's transportation systems, including infrastructure condition, roadway safety, system and freight operations, environmental sustainability, and reducing project delivery delays. Performance management isn't a new concept at MDT, and we support having goals and measures for Montana's program. However, when implementing performance at the national level, history shows that the federal approach usually results in one-size-fits-all requirements which result in additional burden and have little relevance or benefit when applied at the individual state level.

FHWA is in the midst of their rule making process for these new national performance measures and appears to be following the usual one-size recipe. Rural states like Montana don't have the same issues as the highly populated areas of the country, and to be fair, FHWA's proposed rule provides some level of exemption to areas with populations of less than one million. However, the exemption isn't nearly broad enough to eliminate the need for MDT to redirect considerable resources to the data collection, tracking, analysis, and reporting for national measures aimed at transportation system congestion and delay. Taking these limited resources away from infrastructure improvement projects for the sake of collecting data and reporting on issues that don't exist in Montana is a detriment to the safe and effective operation of our roads and highways. MDT staff has been involved in the review and comment on the proposed rules through partnering with national policy groups and like-minded states to oppose FHWA's adoption of their burdensome proposed rules.

MDT staff will continue to pursue opportunities to preserve our state's flexibility in developing and delivering Montana's transportation program.

# Leaders Discuss Traffic Safety and Primary Seatbelt Law

Highway traffic safety continues to be a hot topic in Montana as traffic fatalities in early 2016 showed no significant decline. State agency and organization leaders representing state, local, and tribal governments in Montana met July 12, in an ongoing commitment to identify and implement strategies to prevent traffic deaths and injuries. The Comprehensive Highway Safety Plan's Executive Leadership Team met for the first time in March of this year.

"Our first meeting was very informative for everyone at the table," said Mike Tooley, director of the Montana Department of Transportation. "The elephant in the room was talk of passing a primary seatbelt law because we all know that is among the top actions that will save lives and prevent injuries."

In response to discussion at the March meeting, Linda Hull, policy and legislative services director from the Utah Department of Transportation, gave a presentation to state leaders about the successes and barriers Utah faced in passing a primary seatbelt law. A primary law was passed in the Utah 2015 General Legislative Session.

In the last 10 years, 2,246 people died on Montana roads. Not wearing or improperly using seat belts accounted for 66 percent of the fatalities in vehicles equipped with seat belts. The National Highway Transportation Safety Administration (NHTSA) estimates that with a Montana primary seat belt law, belt usage would go up by about 9 percent and Montana could save approximately 12 lives and prevent 98 serious injuries annually.

"A primary seat belt law can't be ignored," Tooley continued. "Legislators think it's unpopular with their constituents, but about 75 percent of Montanans already buckle up. It's that last 25 percent who are at the biggest risk and are the hardest to convince seat belts will save their lives or prevent devastating injuries."

The Executive Leadership Team plans to meet at least twice a year to address roadway safety issues and provide leadership to implement safety strategies to move Montana towards *Vision Zero-zero fatalities, zero serious injuries* on all roadways.

For information on the Comprehensive Highway Safety Plan or Executive Leadership Team, visit the Vision Zero website at <http://www.mdt.mt.gov/visionzero/plans/chsp.shtml>, or contact Pam Langve-Davis at [plangvedavis@mt.gov](mailto:plangvedavis@mt.gov) or 444-7646.



# New Planning Division Multimodal Planning Bureau Chief



Multimodal Planning Bureau Chief Kraig McLeod

Kraig McLeod was selected as the Multimodal Planning Bureau Chief for the Rail, Transit & Planning Division.

In his position he oversees two sections – the Statewide and Urban Planning Section and the Rail, Air Quality and Studies Section.

Kraig most recently served as the Traffic Safety Section Supervisor of the Traffic & Safety Bureau. He can be contacted at [krmcleod@mt.gov](mailto:krmcleod@mt.gov) or 444-6256.

# Back to School Safety Reminders

As summer draws to a close, back-to-school season is in full effect. This is a great time for parents and kids to refresh their knowledge on school zone safety. Whether children walk, ride their bicycles, or take the bus to school, it is extremely important that they, and the motorists around them, take the proper safety precautions.

MDT would like to remind everyone to stay alert, share the road, and obey all traffic laws. It is important that children be visible, look both ways before crossing the street, and cross the street only at crosswalks and intersections. Motorists must avoid distractions while driving and look twice to save a life. To see more safety tips, please visit the MDT bicycle and pedestrian webpage and review our share-the-road quick tips at <http://www.mdt.mt.gov/travinfo/bikeped/>.

On October 5, students, parents and teachers will be walking and biking to school to celebrate International Walk to School Day. This annual event is focused on encouraging children to walk to school. Walking and biking are great ways to get some exercise, reduce traffic congestion and teach children road safety skills at an early age. Be sure to check with your local school about this event. For more information on International Walk to School Day, visit <http://www.walkbiketoschool.org/>.



# FHWA Highway Performance Monitoring System

The Highway Performance Monitoring System (HPMS) was developed as a systematic measure encompassing the scope, condition, performance, use and operating characteristics of the nation's highways. It is a national transportation information system and is reflective of all public roads.

One of the most significant and visible uses of state-developed information submitted through HPMS is for the apportionment of federal-aid highway program funds to the states. The HPMS also serves as a primary input mechanism for the biennial Conditions and Performance Report to Congress, which supports the development and evaluation of FHWA's legislative, program, and budget planning. Additionally, HPMS serves as a primary resource for:

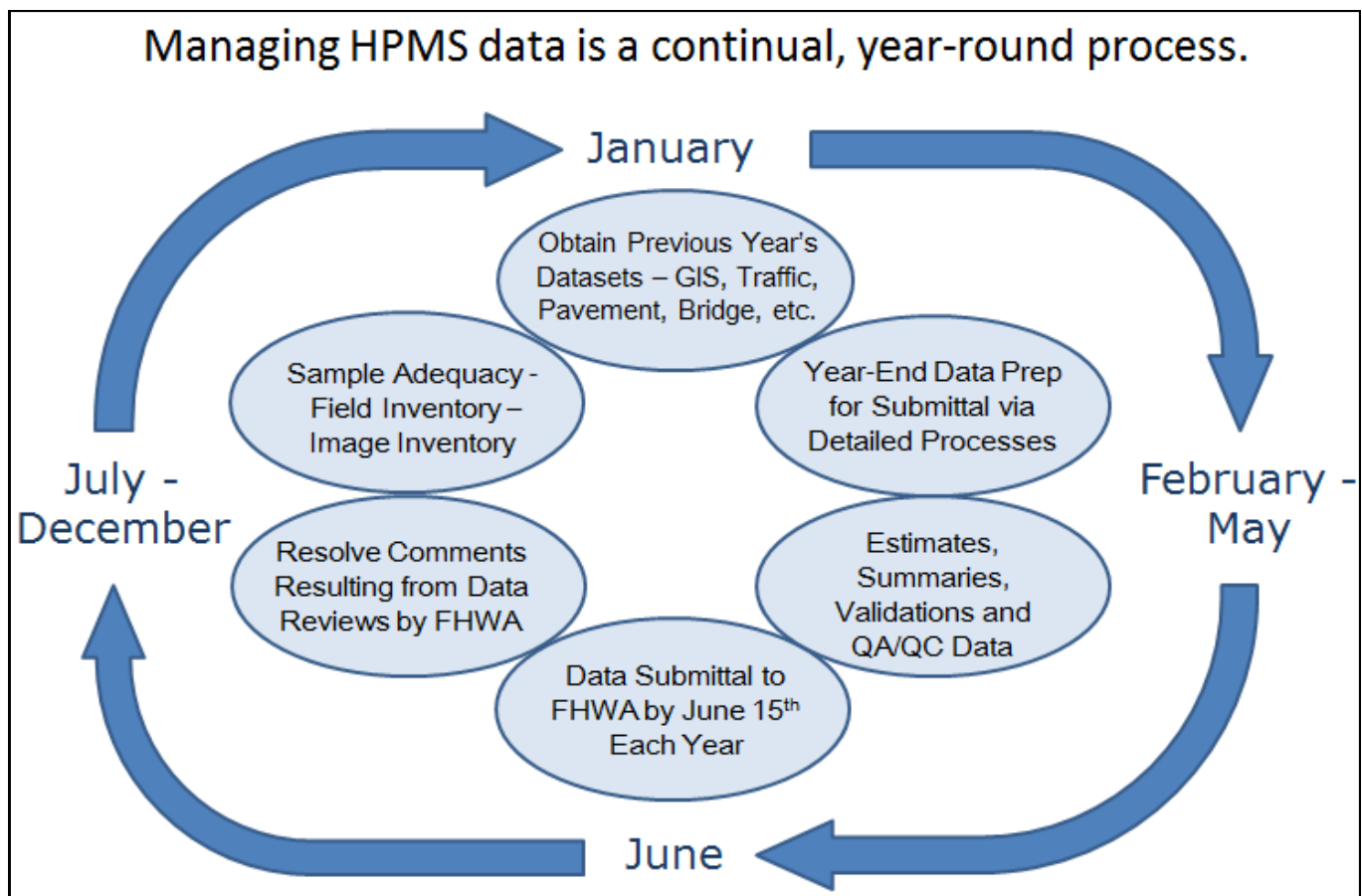
- assessing highway system performance under FHWA's strategic planning process
- safety measures in terms of fatalities and injury crashes
- pavement roughness
- changes in congestion levels to estimate system delay

- many of FHWA's performance measures; and
- validating route and mile points for the Financial Management Information System.

In addition, the HPMS serves the needs of the states, metropolitan planning organizations, local agencies, and other customers in assessing highway condition, system performance, air quality trends, and future investment requirements.

FHWA requires all states to submit an HPMS annual report by June 15. The MDT Road Inventory & Mapping Section prepares the annual report. The data is assembled through collaborative efforts of the Transportation Information System Road Log manager, the Traffic Data Collection & Analysis team, Pavement Management staff, Road Inventory and Mapping staff, the Bridge Bureau, Statewide and Urban Planning Section, and Engineering. The HPMS coordinator uses extensive processes to verify, organize, and assemble data prior to submittal.

Contact Vicki Wilson at [vwilson@mt.gov](mailto:vwilson@mt.gov) or Brian Andersen at [bandersen@mt.gov](mailto:bandersen@mt.gov) for further information, or visit <http://mdtinfo.mdt.mt.gov/tranplan/hpms/>.





## Northern Tribes DUI/Drug Task Force Created

The Northern Tribes DUI/Drug Task Force made its first appearance in April at the MDT County DUI Task Force statewide meeting in Helena. This newly created task force works to prevent alcohol and drug-related motor vehicle crashes on four American Indian reservations in northern Montana. The Blackfeet, Chippewa Cree, Fort Peck, and Fort Belknap Indian communities are represented.

The task force met several times over the last year during the implementation stages and developed the following mission statement:

*The Northern Tribes DUI/Drug Task Force, Fort Belknap, Fort Peck, Rocky Boy, and Blackfeet, will endeavor to protect the present and future generations of American Indians in Indian country. Through our alliance utilizing the four E's (Engineering, Enforcement, Emergency Services and Education) our collaborative efforts in combating impaired driving will reduce serious injuries and fatal vehicle crashes that tragically affect our Indian people.*

Statewide, American Indians represent 6.4 percent of Montana's population, yet from 2004 through 2013, accounted for nearly 18 percent of all fatalities. In addition, the Fatality Analysis Reporting System certified data indicates during 2013, 85 percent of American Indian motor vehicle fatalities were alcohol and/or drug related.

The task force was initially launched utilizing MDT State Highway Traffic Safety funding in October 2014. At that time, there were six members. During the last meeting in January 2016, 16 members were in attendance.

The group has officially adopted a mission statement and by-laws, in addition to electing the officers which included Chairman Chief Hawken Haakanson (Fort Belknap Chief of Police), Vice-Chair Cheryl Stiffarm, (Fort Belknap Corrections Administrator), and Secretary/Treasurer Vikki Halverson (Fort Peck Law & Justice Administrative Officer).

Additional funding to continue the task force has been secured through the Tribal Transportation Program Safety Funds administered through Federal Highway Administration.

For more information, contact Sheila Cozzie at 444-7301 or [scozzie@mt.gov](mailto:scozzie@mt.gov). Visit the Native American Traffic Safety Facebook page at <https://www.facebook.com/SafeOnAllRoads/?fref=ts>.



## Coordinated Traffic Signals Statewide—Putting Air Quality Funds to Good Use

Since 2014, MDT has been using air quality funds to implement improved traffic signal timing plans to allow for improved progression along major corridors throughout the state. So far in 2016, MDT's Traffic Signal Operations Unit has implemented improved timing plans on three corridors and plans to implement improved timing plans on four more corridors this fall.

MDT has implemented improved timing plans on two corridors in Bozeman and one corridor in Billings. The project achievements are shown below.

Corridor	Weekday hours saved	Less weekday stops	Reduced Annual hours of delay
7th Ave-Bozeman	67	7,500	17,000
19th Ave-Bozeman	46	5,000	12,000
South Billings Blvd	29	3,700	7,500

The four corridors that will have improved timings implemented this fall are 14<sup>th</sup> Street North/15<sup>th</sup> Street North and 25<sup>th</sup> Street North/26<sup>th</sup> Street North in Great Falls, Huffine Lane in Bozeman, and US 93 in Lolo.

For more information, contact Danielle Bolan at 444-7295 or [dbolan@mt.gov](mailto:dbolan@mt.gov).



Main Street and 19<sup>th</sup> Avenue in Bozeman

## Upcoming Aeronautic STEM Teachers' Workshop

The Science, Technology, Engineering and Mathematics (STEM) Teachers' Workshop scheduled for October 7-8 at Canyon Ferry is held in collaboration with the Montana Learning Center at Canyon Ferry Lake.

Eighteen middle and high school teachers from across Montana will receive eight hours of hands-on practice in methods of bringing aeronautics into the classroom, including the use of table-top wind tunnels built by the MDT Aeronautics Division. Each teacher will receive one hour of flight instruction from an FAA-licensed instructor in a Cessna airplane. Workshop attendees will be provided with the self-study materials to prepare for and pass the FAA written exam for the Ground Instructor's Certificate.

The workshop is approved by the Office of Public Instruction for teacher renewal credits. Visit this link to register: <http://www.montanalearning.org/springtime/>.

# Montana's Impaired Driving Assessment Teams Meet

The MDT State Highway Traffic Safety Section co-hosted an Impaired Driving Assessment with the National Highway Traffic Safety Administration April 11-15 in Helena. This assessment is designed to take a comprehensive look at state, local, and tribal impaired driving programs within Montana. The assessment team consists of six national experts on impaired driving in the following fields: program management, data evaluation, legislation, child passenger safety, public information and education, law enforcement, and administrative consultants.

Over 60 professionals from across Montana representing various fields provided information regarding accomplishments and challenges with impaired driving programs throughout Montana. Some agencies represented included local sheriffs and police chiefs, tribal governments, city/county attorneys, county DUI Task forces, legislative representation, nonprofit/for-profit organizations, Montana Taverns Association, community coalitions, judicial branch, Office of Public Instruction, Montana departments of Corrections, Public Health & Human Services, Justice, and Transportation.

Information and yielded strategies stemming from the assessment may be included in Montana's Comprehensive Highway Safety Plan, which will provide the opportunity to support identified strategies with federal funding. Identified strategies included program management and strategic planning, prevention, criminal justice, communication, treatment, program evaluation, and data. Various stakeholders from around the state that have a vested interest in traffic safety will assist in the implementation of the impaired driving strategies.

For more information, contact Kevin Dusko at 444-7411 or [kedusko@mt.gov](mailto:kedusko@mt.gov).

# Wildlife on the Move – Be Prepared

One sign that fall has arrived in Montana is the increased movement of wildlife. Breeding season, hunting season, and the general approach of winter means an increased presence of wildlife crossing or near roadways. Be prepared and keep these tips in mind as you travel:

**Be extra cautious at dawn and dusk**—Many animals, especially deer, are most active during these times so be aware, don't use cruise control, and drive at a lower speed. Using high beams at night when there is no oncoming traffic will help spot animals sooner.

**See one? Look for another**—Deer and other wildlife rarely travel alone, so if there is one, there are probably more. Slow down and be prepared for other wildlife to appear.

**Scan the road ahead**—Continually scan the road ahead for signs of animals and movement. Slow down when approaching deer or other wildlife standing near roadsides. They have a tendency to bolt, possibly into traffic. Use emergency flashers to warn oncoming drivers after spotting animal hazards.

**Don't swerve**—Use brakes if an impact is imminent. Swerving away from animals can lead to head-on collisions, impacts with objects on the side of the road, or rolling the vehicle.

Avoiding collision with wildlife comes down to expecting the unexpected, being sober behind the wheel, driving at lower speeds, and giving full attention to driving. The best way to prevent injury for drivers and passengers is to be properly buckled.

**If you hit an animal**—Pull over onto the road shoulder, turn on emergency flashers, and watch for traffic before exiting the vehicle. Do not try to remove an animal from the roadway unless it is safe to do so and it is dead; an injured animal is dangerous. For help and to report a collision call appropriate law enforcement: the city police, county sheriff, or the Montana Highway Patrol at (855) 647-3777.

## Annual Transportation Safety Meeting Save the Dates:

October 12-13—Radisson Colonial Hotel, 2301 Colonial Drive in Helena

### October 12

#### Highway Safety Program

Half day conference will focus on NHTSA grant funding, including grant criteria and fiscal management specific to Montana, updates of the web-based grant system, and a presentation on "Risk Perception – Safety from Within."

### October 13

#### Montana Comprehensive Highway Safety Plan

Each year, this event brings safety stakeholders together to assess Montana's progress in transportation safety. Includes an overview of emphasis areas strategy implementation and safety efforts.

#### Emphasis Areas

- Roadway Departure & Intersection Crashes
- Impaired Driving Crashes
- Occupant Protection

Montana Comprehensive Highway Safety Plan

<http://www.mdt.mt.gov/visionzero/plans/chsp.shtml>

For more information, contact Pam Langve-Davis at 444-7646 or [plangvedavis@mt.gov](mailto:plangvedavis@mt.gov).



Montana Department  
of Transportation

# Capital Investments for Local Transit Providers

**M**DT is investing \$1.8 million in vehicles and equipment for local and intercity transit providers. Vehicles ranging from 5-passenger vans to a 45-passenger bus will be added to fleets around the state. Passenger shelters will also be built.

“Reliable transportation is vital in Montana,” said Mike Tooley, director of the Montana Department of Transportation. “More and more Montanans are using public transit to meet basic transportation needs both out of necessity and by choice.”

Awards are made through a competitive process with applications ranked by need and funding availability. MDT administers these Federal Transit Administration funds from the Highway Trust Fund and uses them to address transit capital needs for communities. The local match rate varies from 13.42 to 20 percent.

“We support a multimodal transportation system,” Director Tooley added. “Getting to jobs, medical appointments, shopping, and recreation are daily occurrences for many Montana residents. Public transit is one element in the transportation system that helps this happen.”

These communities will receive the following:

## **Big Sky**

Big Sky Transportation District—35-passenger bus and 45-passenger activity bus

## **Bitterroot Valley/Lake County**

Missoula Ravalli Transportation Management Association 12-passenger extended vans (two), and 6-passenger mini-van

## **Bozeman**

Human Resource Development Council, District IX 13-passenger bus, 27-passenger bus, routing software upgrade Reach Inc.—6-passenger mini-vans (two)

## **Broadus**

Powder River County—5-passenger mini-van conversion

## **Butte**

Butte Silver Bow County—Passenger shelters (two)

## **Deer Lodge**

Powell County Executive Board on Aging—4-passenger MV-1

## **Helena**

City of Helena—12-passenger ADA bus  
West Mont—12-passenger ADA bus  
PEERS, Unlimited Co.—5-passenger mini-van conversion

## **Hot Springs**

Sanders County Council on Aging—4-passenger MV-1, 6-passenger mini-van

## **Jordan**

Garfield County Council on Aging—9-passenger high-top van

## **Kalispell**

Flathead Co—27-passenger bus, camera security system

## **Ronan**

Mission Mountain Enterprises, Inc.—6-passenger mini-van

## **Shelby to Great Falls**

Northern Transit Interlocal—27-passenger large body buses (two)

## **Whitehall**

Liberty Place, Inc.—5-passenger mini-van conversion

## **Intercity - Statewide**

Jefferson Partners L.P.—two coaches retrofit and refurbish

## **Statewide**

AWARE, Inc.—6-passenger mini-vans (four)

For more information on these transit investments, contact David Jacobs at [dajacobs@mt.gov](mailto:dajacobs@mt.gov) or 444-9192.

# Montana's New Rest Areas

**T**he new rest areas at Divide and Greycliff have been open less than a year and the traveling public tells MDT that they are among the best in the country. The energy efficient buildings have heat recovery ventilators resulting in significant energy use reduction, in-floor heat, and surveillance security systems.

Observations left in the rest areas comment boxes are consistently and overwhelmingly positive, with users from across the United States and Canada indicating it is “much better than other rest areas they have used.” One traveler stated, “We have traveled over 3,500 miles, 15 states over last three weeks. Montana, by far, has the cleanest and most efficient rest areas. Thank you!!”

CDM Constructors and CWG Architects helped make the new Divide rest area a success. Craig Walker, MDT's project manager, coordinated the construction of this innovative rest area, which was completed in February and opened to the public in March 2016. These comments were received at the Divide Rest Area:

“Almost all Montana rest areas I have seen are exceptional.

Other states should follow Montana's lead.” Alberta, Canada

“Very nice! Driving from Florida to Washington and Montana has some of the nicest I've seen! Thank you.”

Seattle, Washington

“One of the best rest areas in the country.” Los Angeles, California

“I've stopped at two Montana rest areas and they are some of the best nationwide.” Milford, Utah



*Divide Rest Area*

Diamond Construction, WGM Group, and Bjerke Architects helped make the new Reynolds Pass rest area a success. Duane Liebel, MDT's project manager, coordinated the construction of this rest area which was completed in October 2015 and opened to the public in February 2016. At the Reynolds Pass rest area, the following comments were received:

“Montana has great rest areas. Always clean.” Victor, Montana

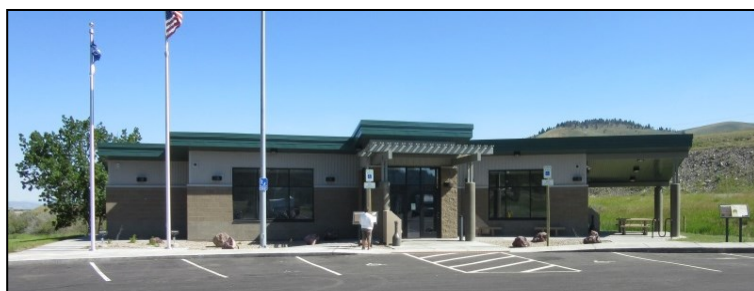
“Once of the nicest and cleanest rest stops I have been to.” Manhattan, Montana

“Wonderful rest area, really appreciate!” Oldtown, Idaho

“Very nice, keep up the good job.” Laurel, Mississippi

“Really well maintained facility.” Thayne, Wyoming

“Traveling for over a week so far and this is by far the best rest stop!!” Alaska



*Reynolds Pass Rest Area*



# Diamonds in the Rough

By Jon Axline, MDT Historian

MDT has had an active cultural resource program for nearly 40 years. Section 106 of the National Historic Preservation Act of 1966 requires MDT to identify archaeological and historic properties that may be impacted by federally funded projects. By 2016, MDT and its term contractors have identified, recorded, photographed, and assessed the National Register eligibility of nearly 4,000 sites, 36 percent of which are eligible for listing in the National Register of Historic Places. That's a lot of Montana's prehistory and history located near the state's highways! MDT has, to its credit, only impacted a small percentage of those sites.

MDT has two people, an archaeologist and an historian, in the Environmental Services Bureau who are responsible for managing the agency's cultural resources program. There are also several cultural resource firms that do work for MDT under term contracts. MDT works closely with the State Historic Preservation Office and Tribal Historic Preservation Offices to avoid or minimize impacts to significant archaeological and historic sites throughout the state. It may sound a bit cumbersome, but in actuality, the work can sometimes be challenging and it's always interesting. You never know what you're going to find on the next project.

For example, two very cool historic sites, a bridge and a warehouse, were recently identified near the Old Prison Museum in Deer Lodge during the course of an MDT cultural resources survey. The Conley Street Bridge is a reinforced concrete structure that was built by convict labor in 1912. The county-owned span is now in poor condition, but in its heyday it was the pride of Prison Warden Frank Conley, who, for many years, also had ties to the Montana State Highway Commission. Beginning in 1907, Conley initiated a program that employed prison labor outside the walls as a way to rehabilitate the convicts and relieve overcrowding inside the institution. Convict labor built at least four bridges in the Deer Lodge valley between 1907 and 1912.

The existing concrete bridge replaced a timber bridge at the site that dated back to the 1860s and was near failure. Conley planned for the new bridge to facilitate the transfer of supplies from the railroad yards on the west side of the Clark Fork to the prison. It is not known how many men Conley employed on the bridge project, but at least two men incarcerated at the prison had experience in the use of concrete. The bridge cost the taxpayers \$1,600 and was, according to Conley, "a handsome bridge." Two of the guardwall posts have "Built by Order of the Board of Prison Com's/1912/Edwin Norris/A. J. Galen/Thos. M. Swindlehurst/Frank Conley, Warden/Jos. MacCalman, Supt." inscribed in cursive lettering in the lime coating on the pier caps. The Conley Street Bridge represents an early use in Montana of reinforced concrete for bridge construction.

Almost everything at the south end of Deer Lodge is somehow associated with the old prison. Just a few yards to the west of the bridge, adjacent to the old Northern Pacific Railway tracks, is a fairly innocuous brick warehouse. Upon closer inspection, though, the building is a gem. Built by convict labor around 1900 with bricks produced at the prison brickyard, the warehouse was once owned by Frank Conley and his business partner, Thomas McTague. In 1889, the new state of Montana contracted with the men to supply and operate the prison. During their 20-year tenure as the managers of the penitentiary, Conley and McTague built an empire that made them both wealthy men. In 1908, the state took over operation of the prison and Conley continued to serve as the institution's warden until 1921. The warehouse was likely built during the height of the

partners' power in the Deer Lodge area and functioned as storage for prison supplies. It retains its original roofing material, windows, doorways diagonal wood tongue-in-groove doors, skylights, and corbeled chimneys. Conley's family retained ownership of the building until 1944; thereafter, it served as a warehouse for Conoco oil products and, later, as a feed warehouse.

The warehouse itself was a real find, but the real treasure is painted on the northeast and south corners of the structure. In 1914, the Yellowstone Trail Association extended the Yellowstone Trail to the west coast. One of the first interstate highways, the trail crossed Montana on the approximate alignment of today's Interstates 90 and 94. The Yellowstone Trail once passed through Deer Lodge, crossing the Conley Street Bridge and then took a hard turn to the south in front of the warehouse. The Yellowstone Trail, like other named roads at the time, sported a unique symbol that told

motorists they were on the right road. The Yellowstone Trail's symbol was a chrome yellow circle with black lettering around the border. Most of the trail blazes had arrows pointing the correct way down the highway, but occasionally it would be an R or L telling motorists to turn right or left to keep on the right path. Today, original Yellowstone Trail blazes are a



*Yellowstone Trail symbol was a chrome yellow circle with black lettering around the border.*

rare relic of an earlier time in our transportation history – and the warehouse is fortunate to have two of them. At the northeast corner, the blaze tells motorists to turn left at the warehouse, while the southeast corner sign tells them to turn right and cross the bridge to reach downtown Deer Lodge.

Not all cultural resource surveys net things as interesting as the Conley Street Bridge project. Sometimes, only a ditch may be present or a foundation. Other times, it can be much more as it was in Deer Lodge. Montana history is full of surprises and MDT has been fortunate enough to contribute much to our understanding of the state's colorful and fascinating past.



*Conley Street Bridge was built by convict labor in 1912 and named after Prison Warden Frank Conley.*

MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

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**Rail, Transit & Planning Division  
Montana Department of Transportation**

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### ***MDT Wants Your Comments***

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit [www.mdt.mt.gov/pubinvolve/docs/trans\\_comm/proposed\\_proj.pdf](http://www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf), or call 1-800-714-7296. You can mail comments on proposed projects to MDT at the following address or e-mail them to [mdtnewprojects@mt.gov](mailto:mdtnewprojects@mt.gov).

MDT Project Analysis Manager  
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### ***Contact Information***

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 800-335-7592.

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